## New Books.

*Kelly's Practical Builders' Price Book; or, Safe Guide to the Valuation of all kinds of Artificers' Work.* Kelly, Paternoster-row. 1846.

This is a very useful work, and may be safely purchased as well by all students, whether in surveyors or architects' offices, as by builders. The preface says justly:—

"The price of any article upon which the skill of the artisan is employed in the production, must depend upon two elements of calculation—the price of the material, and the wages of the workmen. The latter is not much changed in the lapse of a few years, but the former is constantly varying; and hence it is, that to secure a perpetual accuracy in the valuation of builders' work, it is necessary that every list of prices should be formed upon the value of the material employed. This being done, nothing is easier than to regulate the price according to the rise or fall in the market; and thus making, in fact, a scale of prices almost perpetual. In the present, as in former editions, timber, deals, and other materials are taken at their present value; and the calculation of portions of builders' works constructed from them are shewn in detail, to assist the surveyor or builder in making such alterations from time to time as may be necessary."

An important feature in the book is a descriptive account of the modes of measuring artificers' work, which seems very clear and correct. We would remark, in respect of the prices given, that they appear, in most cases, to be full, and (as in all other price books) suppose the work done in the *best* manner. This should always be kept in mind in valuing work. Bad work is better paid for than good, though the prices given for it be fifteen per cent. less than good work would be entitled to. Want of consideration for this by surveyors, in making out accounts, has done much harm.

## Correspondence.

### NORTH WALSHAM CHURCH.

Sir,—In the interesting account of North Walsham Church, which appeared in a recent number of The Builder, it has been omitted to mention, that two perfect "brasses of chalices," with short inscriptions, remain in the nave and chancel. Instances of a simple chalice, as a sepulchral memorial, were very frequent formerly, as the numerous "matrices," which abound in our churches, still prove. The brasses themselves are, however, now very rarely to be met with; and North Walsham is the only church with which I am acquainted that has *two* of these memorials perfect. One occurs in Shorne Church, Kent, and one also in Cirencester Church.

The fine old chest, which is placed in the south aisle of the chancel (its original position), is certainly deserving of notice. It is in excellent preservation, and of enormous strength. It is firmly fixed between four strong posts, which are stubbed into oak sleepers let into the floor. It is formed of oak, four inches thick, and entirely plated by straps of iron crossed and recrossed.

The locks which defend it (nine in number) are truly admirable specimens of the locksmith's skill—the key-holes being quaintly concealed by a variety of devices (moving by means of secret springs), such as dragons' heads, serpents, &c.; besides all these precautions, three ponderous bars of iron pass through the already-mentioned posts, and completely fix the whole to the wall. It requires a very strong man even to lift the cover. To remove the chest is quite out of the question. Probably the treasures of the church were formerly kept here; now, what little remains in the shape of sacramental plate is kept at the rectory (Is this right?). The moth and the spider are the sole tenants of this fine old piece of antiquity.—I am, Sir, &c.,

17th Sept. 1846. A Subscriber.

### THE SPRING IN KNIGHTSBRIDGE.

A few years ago the inhabitants of the east-end of Knightsbridge, as also the weary travelling pedestrians, were indulged with a supply of most excellent water, conveyed into a tank, on the road side, from the park, near the gates, opposite the Chinese exhibition. For the last four years, the supply of this most desirable spring has been cut off, by which the public has materially suffered, particularly as there is no pump within three-quarters of a mile of it. Perhaps Viscount Morpeth, who has so much consideration for the public good, may be pleased to give directions for the restoration of so desirable a boon. Observer.

Knightsbridge.

### THE PICCADILLY PAVIOURS.

Sir,—I addressed you some time since respecting the immense inconvenience sustained by the neighbourhood and public, from the diversion of the road, through the tortuous narrow streets of May Fair, in consequence of the repairing of Piccadilly. I feared the erection of a well protected hovel, and a little house, indicated residence, and so it has proved, for there they are still, and there seems no disposition to quit; and there too are the eternal two men and a boy still dressing the paving stones, and the sprinkle of men pick, pick, picking at the macadamized road.

Now, Sir, all these men are at work at one side of the road: pray will you give the surveyor a hint, that if a similar number of men were employed in the same slow process on the opposite side of the street, the work might be done in just one-half the time; and it is the more important that it should be so, since, if you will take the trouble to walk up Down-street, Hertford-street, Chapel-street, and the devious course to arrive in Piccadilly, you will perceive that the pavements, which were never meant for such heavy and great traffic, are all giving way and being displaced; which must, if it continue much longer, be repaved, and cost the parish from 1,500*l.* to 2,000*l.* at the least, and this all from the sloth of work, a month having been already expended in making about a hundred yards of road, and that not yet completed.—I am, Sir, &c.,

A Rate-payer of St. George's, and an Inhabitant of May Fair.

17th Sept. 1846.

*** Since the above was in type, part of the road has been opened for traffic; our correspondent's first reproaches, reprinted by the daily press, having somewhat expedited matters.

### USE OF ZINC IN INDIA.

Sir,—May I trespass upon your kindness to obtain for me some information upon one or two points detailed below. I have been applied to by a friend in India, to ascertain how far zinc or metal of any kind, is applicable to the roofing of buildings in that country, where the thermometer sometimes varies 100 degrees in the course of a few hours. Is zinc liable to such a degree of expansion as to render it likely that the plates would burst asunder? The tropical rains are very heavy, and for a public building, especially of a largish size, it is necessary to guard against leakage in the roof. Zinc is lighter than iron, I believe. How is it fastened? — copper or iron nails would produce a galvanic action, corroding the zinc. This metal is cheaper, moreover, than iron. Under the circumstances I have mentioned, would you recommend the use of zinc in roofs constructed with a very low pitch, with the principal woodwork of the roofs of wood; uprights of bolt iron, and covered with boarding underneath the metal? What are the comparative merits of zinc, iron, and galvanised iron in respect to roofing in tropical climates?

The building to be covered is 65 feet long, 45 feet wide, measured within the walls, with a Grecian portico. The pediment of a building in this style is necessarily low, and the roof must be managed accordingly.—I am, Sir, &c.,

L. L. L.

The Nelson Monument, Trafalgar-square.—This unlucky specimen of the 19th century taste and intelligence has shewn signs of returning animation during the last fortnight; some few blocks of granite, for which the contractor had been kept waiting much against his will, having been at last obtained. When the steps, and lions, and all, are to be really finished, we will not pretend to say; we hail the "movement," however, as "while there's life there's hope."

St. Mathias Church, Spitalfields.—It appears that the Rev. Joseph Brown, the incumbent of the new Protestant church in Brick-lane, Spitalfields, the foundation-stone of which was laid on Wednesday week, has himself originated the congregation for it, which at first comprised only three Communicants, but at length has filled to overflowing the chapel hitherto used.

London Mechanics' Institution.—Considerable improvements have been effected here under the direction of Mr. Davy; a new reading-room 38 feet long has been formed, and additional communications with the lecture theatre effected.

## NOTICES OF CONTRACTS.

[We are compelled, by the interference of the Stamp Office, to omit the names of the parties to whom tenders, &c. are to be addressed. For the convenience of our readers, however, they are entered in a book, and may be seen on application at the office of "The Builder," 2, York-street, Covent Garden.]

For the completion of the works of the Borough Gaol at Birmingham, and the supply of the necessary materials and labour for that purpose. Tenders received for the completion of the whole of the works, or for any portion thereof.

For the Stratford workshops for the Eastern Counties Railway—extension of time.

For supplying and laying cast-iron water-pipes, cocks, and other castings for the service of the waterworks at Plymouth.

For lighting the parish of St. Mary Rotherhithe with essential oil of tar for one year, from 13th October, at per lantern, the contractor finding, fitting, and repairing the lanterns.

For the supply of paving, flint, winstone, and Bombay granite, cartage, &c., for the year ending 29th September, 1847, for the district of St. George-the-Martyr.

For the building of sewers in Gun-square, &c., in the City.

For a supply of elm boards, 1 inch, ¾ inch, and full ¼ inch thick, for the Birmingham workhouse.

For building lock-up cells and turnkey's residence, at Wooden Box, parish of Hartshorn, Derbyshire.

For the supply of 10,000 to 12,000 feet of two-and-a-half Yorkshire flag of best quality, for the parish of St. Mary Magdalene, Bermondsey.

For the execution of the whole of the works on that portion of the Glasgow, Dumfries, and Carlisle Railway, extending from Gretna to Dumfries,—a length of about 24 miles, to be divided into several contracts.

For the execution of the whole of the works on that portion of the Glasgow, Dumfries, and Carlisle Railway, extending from near Carron-hill to near Dalpeddar, in the neighbourhood of Thornhill,—a length of about 5 miles, in one contract, embracing the Drumlanrig tunnel, and the viaducts over the Carron and Entahine waters.

For the supply of 3,000 tons of the best black rock Bristol stone, to be delivered at Cheltenham, at per ton.

For the construction of a reservoir and filter beds near Hill-cliff, at the Warrington Water-works, including all earthwork, masonry, storing, diversions of roads and water-courses, &c., and the embankment of the reservoir, containing about 24,000 cubic yards of earthwork.

For lighting the public lamps in the district of Turnham-green, for three years, from 25th October next; the contractor to find, provide, and keep in repair, all columns, brackets, or wall-irons, with service-pipes, tubes, scroll-heads, stop-cocks and burners, lanterns, and glazing and repairing lanterns, and all other fittings complete, at per light per annum.

For building a bridge near Blaby.

For the execution of the works on the Nidd contract on the Leeds and Thirsk railway.

For the whole of the works to be done in erecting the new church at Flint.

For certain works in the building of a dwelling-house connected with the grammar-school at Durham.

For putting down two pits, about 100 fathoms each, near Borness, Scotland.

For the several works required to be done in the formation of the lower reservoir at Shellingthorpe for the Lincoln Water-works.

For the execution of the whole works of a railway junction with the Arbroath and Forfar line, at Arbroath—extending a length of nearly a mile, with earthwork and bridges of considerable extent.

For 1,000 tons of cast-iron railway chairs, for the Edinburgh and Northern Railway.

For 30,000 railway sleepers of foreign timber, for the Edinburgh and Northern Railway.

For building the breakwater or eastern pier at Fraserburgh harbour (Scotland).

For the execution of the earthwork, masonry, fencing, &c., on the Whitehaven and Furness Junction Railway, from Whitehaven to near St. Bees,—a length of about 4¼ miles.

For the execution of the earthwork and fencing of Lexmill cutting, near St. Bees, on the Whitehaven and Furness Junction Railway,—containing 130,000 cubic yards, or thereabouts.

For the execution of the earthwork and fencing of Nethertoa Cutting, on the Whitehaven and Furness Junction Railway, containing 144,000 cubic yards or thereabouts.

For building 400 feet of sewer in Denmark-street, St. Giles's.

For building 350 feet of sewer in Thorney-street, Bloomsbury.

For building 640 feet of sewer in St. James's-street, St. James's.

For building 530 feet of sewer in Green-lane, Paddington, and under Paddington Canal, near Kendal New Town.

For building 205 feet of sewer in John-street, Berkeley-square.

For repairs and other works to the sewer in Hill-street, Berkeley-square.

For making and laying the Newry and Enniskillen Railway, from the field, No. 1, in Lisnisk, to the field, No. 3, in Drumennis, all in the county of Armagh, a length of about 8 miles, with all excavations, embankments, bridges, culverts, gates, fences, roads, &c., complete, and for keeping the whole in repair for one year; the contractor finding all materials except permanent rails, bolts, screws, chairs, trunnels, and sleepers.

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